

THE COLORADO MIDLAND

The following extract is taken from a private letter written by a prominent citizen of Albuquerque, N. M., who is on the inside in railroad matters:

"I have received private news from Denver to the effect that the Colorado Midland which you remember in the route Mr. Robinson is now the president of) has made arrangements to get control of the Rio Grande Western. The Colorado Midland extends from Grand Junction, Colo., to Ogden, Utah, and furnishes the Rio Grande an outlet for its overland traffic via the Central Pacific. As the Colorado Midland is considered to be an Atchison, Topeka and Santa Fe enterprise, I shouldn't be surprised if this would turn out to be another cut on the Denver and Rio Grande, in the rivalry now existing between the two roads, but as present this part of it is hard to determine."

"Another rumor from C. F. P. (is to the effect that while the above is correct, the Denver and Rio Grande does not care, and believes this change will be rather an advantage to it than otherwise, as it has under consideration, and favorably so, the construction of a division of their road from the Cochise grant to Albuquerque direct, a distance of not more than sixty or seventy miles, and then, under the Interstate Commerce Law, they can demand as favorable rates over the Atlantic and Pacific as are now given to the Atchison, Topeka and Santa Fe, and so get a still shorter and cheaper route to the Pacific Coast than they have at present, besides tapping a new country in New Mexico, rich in agriculture and mineral resources, and having a branch which you know is already built to Santa Fe, and another a few miles (say ten or twelve) to the Cerillos coal fields. It is sincerely of the opinion that this line, if commenced at once, and will not only be of great benefit to Albuquerque, but also to the Atlantic and Pacific road."

D. B. Robinson, referred to here, was the general superintendent of the Atlantic and Pacific until recently, when he accepted his present position with the Colorado Midland. The hand of the Atlantic and Pacific is therefore supposed to be in the whole deal. SANTA MONICA OUTLOOK: It would be a novel sight to see a locomotive steaming up Ocean avenue. Such a thing is not impossible. The Atchison and Topeka company already have a right of way from Ballona Inlet to Santa Monica. The company want to come further into the heart of town, we are told, and form a connection with the foothill road that is to come along the mountains from Los Angeles. This would make a complete circuit. There will probably be an objection to this route on Ocean avenue, but there are other routes to which there would be no objection, and they would be just as good, or perhaps better."

MONROVIA TO THE SEA. Pasadena Star: There have been rumors relative to the construction of an electric road from Monrovia to Long Beach, but little definite information has been given the public concerning the enterprise. Last evening a Star reporter started out to get to the bottom of facts. He was fortunate enough to meet the person who is most closely identified with the building of the road, and who is taking the lead in organizing the work. It was learned that the road, with a starting point at Monrovia, is to be built to Alhambra, and from there two lines will be built on the new electric road pattern, with three rails, the middle rail having a copper wire connected with it, which furnishes the electric power. The engines furnish their own gas, which may be turned on and off the same as steam on a locomotive. This will do away with all poles and elevated wires, as well as with the annoying smoke and cinders of a common locomotive. The road is to be built heavy enough, so that if the electric road should by any chance prove a failure, it may be used for a motor road. From the city limits of Los Angeles to the central depot the road will be an elevated one, which the rapid speed to be made will render necessary."

There will be a meeting of the parties interested tomorrow afternoon, at Monrovia, to further the organization of the company. Nearly all the necessary stock is already subscribed by the leading capitalists of the county and there is positive assurance that the road will be constructed at an early date. It is easy to see what an effect the building of this road will have in booming Monrovia and that portion of the valley which it traverses. Some time since the Star intimated the possible construction of a road from Monrovia to the summit of Monrovia Peak, north of that town and having nearly as great an elevation as Wilson Peak. There are straws that still point to such a consummation, although we have no definite information to that effect."

SAN BERNARDINO'S NEW MOTOR LINE. San Bernardino Index: At the last meeting of the Board of Supervisors a petition praying for the franchise to build a motor road from San Bernardino to Lugonia and Redlands was presented by W. J. Curtis, O. Newburg and W. N. Crandall. The petition, however, was laid on the table and will probably be acted on at the next meeting. The gentlemen intend as soon as the franchise is granted to at once commence work and push it rapidly ahead until the road is completed. It will run along the same line as the present road to Lugonia, past Maj. Shaw's turn at the schoolhouse, and continue down to Lugonia and Redlands. The gentlemen at the head of the enterprise guarantee that it will be pushed at once."

NURSING THE HOPE. San Diego Sun: Yesterday, in conversation with a representative of the Sun, a prominent official of the Southern Pacific Company said that that corporation had not by any means given up coming to San Diego, but as soon as the work of construction on the Oregon line was completed, some time this fall, a large force of men would be sent here, and work will be begun toward this city. In regard to the fear expressed by some persons that the Southern Pacific would have difficulty in getting into San Diego and securing proper terminal facilities here, the gentleman said that his company had not the slightest fear upon that score. There was plenty of room for them here, and they are anxious to come. The exact route south from Los Angeles was of course a matter for some consideration yet. The fact that Senator Stanford has recently completed the purchase of the San Juan rancho from the Irwin heirs makes it probable that the line will pass through that section and along the coast over the Santa Barbara line will celebrate."

Santa Barbara Press, July 9: At a meeting of the directors of the Board of Trade last week preliminary steps were taken for celebrating the completion of the railroad to Santa Barbara. The citizens generally were invited to meet the members of the Board of Trade on Saturday evening, July 9th, at the City Hall, for the purpose of consulting upon the course necessary to pursue in order that the arrival of the first passenger train may be properly celebrated. It has been suggested by some that business should be generally suspended for at least a portion of that day, and every person owning a carriage to have it in readiness for the visitors for the purpose of taking them over the city and to points of interest in the immediate vicinity, and afterwards to a luncheon to be furnished by the ladies at Burton Mound or at the Pavilion. Another suggestion has been made that prizes be offered for the best music furnished by regularly organized brass bands, the award to be made by a competent committee and the prize open to any band in the State."

On account of the increased travel east, the Santa Fe route has arranged for extra Pullman cars on their through Kansas City trains. They are also now running their contingent tourist sleeping cars direct from Los Angeles to Kansas City direct."

Restaurants. The west half sold. Over three hundred houses built this fall. Buy in the east half. Fronting on Vermont avenue. See it. Carriages only. Rooms 5 and 8, Wilson block. Dr. Reaser's Corn Bladder, a guaranteed cure for corns. Mills & Co. sell it.

FORD AND MYER
Main office, No. 2, n.e. cor. First and Main streets.
Branch office, No. 249 N. Main street, under St. Elmo Hotel. Telephone No. 15. P. O. Box No. 1621.
LOANS
NEGOTIATED.

New house 4 rooms, hard-finished, Carroll ave., Angeles Heights. \$2,500.
Lot on Pacheco street, near Hill. 1,700.
Lot on Spring street bet. Fifth and Sixth. 500.
Market bet. Seventh and Eighth, per ft. 600.
Lots on Third street, Mills & Wicks addition, each. 2,000.
Lot on Monroe street, tract, 80 feet from Figueroa street, a bargain; each. 1,750.
Lot on Carolina street, Mills & Wicks addition. 1,800.
Lot on cor. First and Grand ave., with small houses. 1,200.
Patten. 1,800.
2 lots on Temple street, near Crescent ave., for both. 3,500.
2 1/2 acres 1/4 mile west of Agricultural Park; house, windmill and tank. 3,500.
10 acres on Central ave., 1/4 mile south of Jefferson st.; house, barn, well, windmill and tank; covered with fine fruit. 5,500.
11 acres cor. Washington st. and Orange ave.; new house and barn, well, windmill and tank; net profits from crop this year \$400; will trade for business lot on Mateo street. 30,000.
2 1/2 acres on Adams street, 1/4 mile this side of Alameda, highly improved; elegant house, barn, etc.; price for this week, per acre. 1,500.
House 8 rooms, lot 50x150, Main st. near Washington. 8,000.
House 6 rooms, Myrtle ave., near 5th. 3,500.
House 5 rooms, Earl st. near Seventh st. 3,000.
Lot on Hoover st. one block from Washington. 600.
House 5 rooms, Boston ave., Boyle Heights, lot 12x150. 2,000.
Lot on Temple st. near Main. 250.
Lot on Temple st. near Olive, per foot. 150.
Lot on Hope st. near Temple, 50x105. 3,750.
Lot corner Twelfth st. and Union ave., a bargain. 600.
Lot 52x125, Main st., near Washington. 4,000.
Lot 52x140, Seventh st., near Los Angeles, per front foot. 100.
Lot corner Chestnut st. and Washington. 800.
5 1/2 acres, highly improved, just west of Washington st., per acre. 1,500.
Lots in East Los Angeles, cheap.
Lot on Main st., cor. York, per foot. 75.
Two lots on Main st., near Washington, per foot (corner). 75.
Right lots near Main st. bet. Walnut ave. and Adams st. 600.
Lots in Williamson tract. 400.
Lot on Vernon ave., Fairview tract. 1,800.
Lot on Main st., near 10th. 800.
Lot on Turner st., near new depot. 1,500.
Lot corner Hill and Car st. 15,000.
House 5 rooms, at 125x200, Ninth st. 5,000.
Lot cor. York st. and Grand ave., 100x150.
Lot on Flower st. near York, cheap. 2,100.
Lot 52x150, Alcantara Grove tract. 800.
Five lots on St. John st., a bargain. 5,000.
Two lots on Court st. bet. Virginia and Ohio, each. 600.
Two lots on Court st., Bluffs tract, one block from Main st., each. 1,000.
Two lots on Second st., opp. new depot site (Mills & Wicks' addition) each. 2,500.
Two lots on Martin st. (Martin tract) each. 950.
House 6 rooms, Flower st., between 5th and 9th. 5,500.
Lot on Hill st., just off Pearl, 60x120. 1,900.
Lot on Arnold st., near Lucas. 1,900.
Lots in the Urquiza tract. 400.
Bargains in the Urquiza tract.

FORD & MYER.
Remember the new office—No. 2, n.e. cor. First and Main streets. Telephone No. 15. P. O. Box 1621.

To Capitalists!

We have a large tract of land close to Los Angeles, on line of two railroads, one in operation, and the other soon to be, excellent soil and plenty of water, which we offer at a price from 40 to 100 per cent. cheaper than surrounding property, which price guarantees the purchaser an immense profit, and we agree to furnish bona fide purchasers for about one-sixth of the property. Those who have capital and mean business will do well to investigate this rare chance."

We also offer these other excellent opportunities: Thirty sections of good land in Los Angeles county. Part of this land is adapted for cattle, as surface water can be had at from six to twelve feet. Much of it is adapted for deciduous fruits and the raisin grape. All is in the arid soil, and all can be covered by ditch water from the mountains. Railroad facilities, good soil, good water, fine climate and good title are the sum total. Price, \$5 to \$10 an acre. \$2 an acre down."

Two blocks of land, subdivided into lots, centrally located, in the town of San Fernando. Very cheap."

CALIFORNIA LAND & INVESTMENT CO.

Rooms 12 and 14, 28 S. Spring St.

Chicago and California Land and Loan Co.,

50 S. SPRING ST.

\$2,500—4 lots, each, Los Angeles street, near Rice, facing east.
20,000—1 lot on Port, between First and Second streets.
1,200—1 lot on Rowland.
1,100—3 lots near Second-street cable line—each.
2,000—1 lot on Temple, near engine-house.
82 lots in Puller tract, from \$125 upward; terms easy.
20 acres, fully improved, 1 1/4 miles south of Azusa; very cheap.
50 lots on Seventh, near Olive, \$5,000.
5 lots on Angeles Heights, \$1,000 and upward.
2 lots in Urquiza tract, \$1,400.
2 lots in Burbank, \$1,500.
1 lot in Santa Fe, \$100.
1 corner lot in Brooklyn and Main.
1 lot on Seventh, near Main, \$4,000 front foot.
100 acres right at Savannah station, suitable subdivision.
Several other good tracts (acre property) near Burbank.
Choice acre property. McDonald tract, very cheap.

L. H. WHITSON & CO.

Unclassified.

DRESSMAKING.

MRS. M. MINARD SUPPLE.

The Leading Dressmaker of Los Angeles, formerly cutter and fitter in the Parisian Suit House, Chicago. TAILOR WORK A SPECIALTY. Mounting work on short notice. City of Paris Dressmaking Parlor, 100 North Spring street, Los Angeles, Cal. Telephone 495.

COCKLE'S ANTI-BILIOUS PILLS.

THE GREAT ENGLISH REMEDY! For LIVER BILE, INDIGESTION, etc. Free from mercury. Contains only Pure Vegetable Ingredients.

Agents: LANGLEY & MICHAELS, San Francisco.

CUSTOM CORSET-MAKER.

MRS. H. HAYDEN, OF BOSTON.

First-class custom corset-maker, is at 1400 Main street, nearly opposite Battle of Gettysburg. A perfect fit guaranteed. Main-street cars pass the door every 5 minutes. Lady canvasser wanted to take orders.

PACIFIC COAST STEAMSHIP CO.
GOODALL, PARKER & CO., GENERAL AGENTS.
NORTHERN ROUTES embrace lines for Portland, Or., Victoria, B. C., and Puget Sound, Alaska and all coast ports.

SOUTHERN ROUTES.
TIME TABLE FOR JULY, 1887.

Steamers.	Leave San Francisco.	Arrive San Pedro.	Leave San Pedro.	Arrive Los Angeles.
Queen of Pae.	June 30	July 1	July 4	July 5
Bureka.	July 2	July 3	July 6	July 7
Santa Rosa.	July 4	July 5	July 8	July 9
Los Angeles.	July 6	July 7	July 10	July 11
Queen of Pae.	July 8	July 9	July 12	July 13
Bureka.	July 10	July 11	July 14	July 15
Santa Rosa.	July 12	July 13	July 16	July 17
Los Angeles.	July 14	July 15	July 18	July 19
Queen of Pae.	July 16	July 17	July 20	July 21
Bureka.	July 18	July 19	July 22	July 23
Santa Rosa.	July 20	July 21	July 24	July 25
Los Angeles.	July 22	July 23	July 26	July 27
Queen of Pae.	July 24	July 25	July 28	July 29
Bureka.	July 26	July 27	July 30	Aug. 1
Santa Rosa.	July 28	July 29	Aug. 1	Aug. 2
Los Angeles.	July 30	Aug. 1	Aug. 4	Aug. 5
Queen of Pae.	Aug. 1	Aug. 2	Aug. 5	Aug. 6

The steamers Santa Rosa and Queen of Pae. leave San Pedro for San Diego on the dates of their arrivals from San Francisco, and on their trips between San Pedro and San Francisco call at Santa Barbara and Port Harford (San Luis Obispo) only. The Bureka and Los Angeles call at all way ports.
Care to connect with steamers leave S. P. R. R. Depot, Los Angeles, as follows:
Via Santa Rosa, and Queen of Pae., at 9:40 o'clock a.m.
Via Los Angeles and Bureka, going north, at 10 o'clock a.m.
For passage or freight as above, or for tickets to and from all important points in Europe, apply to
H. McLELLAN, Agent.
Office, 5 Commercial st., Los Angeles.

SOUTHERN PACIFIC COMPANY.

(Pacific System).
SUNDAY, June 24, 1887.
Trains leave and are due to arrive at Los Angeles daily as follows:

Leave For.	Destination.	Arrive From.
8:00 a.m.	Danning.	6:45 p.m.
4:30 p.m.	do.	10:10 a.m.
8:00 a.m.	Colton.	6:45 p.m.
4:30 p.m.	do.	10:10 a.m.
8:00 a.m.	do.	6:45 p.m.
4:30 p.m.	do.	10:10 a.m.
8:00 a.m.	El Paso and East.	6:45 p.m.
4:30 p.m.	do.	10:10 a.m.
8:00 a.m.	Long Beach & S. Pedro.	6:45 p.m.
4:30 p.m.	do.	10:10 a.m.
8:00 a.m.	San Bernardino.	6:45 p.m.
4:30 p.m.	do.	10:10 a.m.
8:00 a.m.	San Fran. & Sacramento.	6:45 p.m.
4:30 p.m.	do.	10:10 a.m.
8:00 a.m.	Santa Ana & Anaheim.	6:45 p.m.
4:30 p.m.	do.	10:10 a.m.
8:00 a.m.	Santa Ana & Anaheim.	6:45 p.m.
4:30 p.m.	do.	10:10 a.m.
8:00 a.m.	Santa Monica.	6:45 p.m.
4:30 p.m.	do.	10:10 a.m.
8:00 a.m.	Santa Monica.	6:45 p.m.
4:30 p.m.	do.	10:10 a.m.

* Sundays only.
T. H. GOODMAN,
General Passenger and Ticket Agent.
R. E. HEWITT, Sup't. Los Angeles.
A. N. TOWN General Manager.

CALIFORNIA CENTRAL R. R.

SANTA FE ROUTE.
To take effect June 27th.

Depart.	Los Angeles.	Arrive.
A 7:30 a.m.	Kansas City Express.	A 8:40 p.m.
B 7:55 a.m.	San Bernardino.	A 10:05 a.m.
A 8:50 a.m.	Lamanda Park.	A 7:30 p.m.
B 1:05 p.m.	San Diego Express.	B 11:00 a.m.
A 4:15 p.m.	San Bernardino.	A 6:35 p.m.
B 5:25 p.m.	Lamanda Park.	B 4:15 p.m.
A 8:40 p.m.	San Diego Express.	A 4:50 p.m.
B 10:00 p.m.	Lamanda Park.	B 7:30 p.m.
S 6:15 p.m.	Lamanda Park.	S 9:30 a.m.

A-Daily, B-Daily, except Sunday, C-Tuesday, Thursday and Saturday, S-Sunday only.
Depots—Foot of First street and Downey avenue station. Kansas City and San Diego trains do not stop for passengers at Downey avenue.
City Ticket Office, 220 North Main street.
S. P. JAWORSKI, Gen. Manager.

Unclassified.

THE NEW LYMAN VAPOR STOVE.

THE ORIGINAL SINGLE GENERATOR.
THOUSANDS IN USE.
—HAS NO EQUAL.

SIMPLE, SAFE AND DURABLE.
HIGH OVEN PATTERNS.
LOW OVEN PATTERNS.

—FOR SALE BY—
W. C. FURREY, Sole Agent,
LOS ANGELES.

CALKINS CARRIAGE CO.,

Corner Los Angeles and Arcadia, sole agents for Southern California for
THE STEEL GEAR BUGGY.



Practically indestructible.
No Wood to shrink, break, decay or wear out.
No bolts or clips to become loose or rattle.
A gear made entirely of steel, riveted together, cannot be broken, will last forever.

MANUFACTURED BY
THE ABBOTT BUGGY CO., CHICAGO.

Also, for the Buckeye Buggy Co., Columbus, O.; E. V. Briggs & Co., Ames, A. M. Parry & Co., Amesbury, Mass.; Hiram W. Davis & Co., Cincinnati, O.; Dayton Buggy Co., Dayton, O.; Repeating, painting and trimming.

DON'T BUY A RANGE

Until you have seen the
NEW MODEL MEDALLION.

The best and most economical Range ever put on the market.

Hardware, Rubber and Leather Belting, Rubber Hose, Cotton Hose, Iron Pipe, Pumps, Shovels, Spades, Forks and Hakes, Spray Pumps for the Garden, the House, the Farm, the War, the Sea and the Sky.

Agate Ware, Tin and Steel Iron Ware (our own make). The best selected stock in town, and as low as can be bought anywhere.

SANITARY PLUMBING, METAL ROOFING.

ANTHERY WELL PIPE A SPECIALTY.
The best stock of Refrigerators, Water Filter, and Coolers in the city, and the cheapest.

W. C. FURREY,
50 and 61 Spring st.

Dividend Notice.

LOS ANGELES SAVINGS BANK.

AT A MEETING OF THE BOARD

of Directors of this bank, held this day, a dividend at the rate of five (5) per cent. per annum on term deposits and at the rate of three (3) per cent. per annum on ordinary deposits, for the month ending this day, was declared payable on and after July 1st. J. V. WACHTEL, Secretary, June 30, 1887.

LOOK OUT.

Look Out for Grand Sale McGarry Tract

CORNER OF NINTH AND ALAMEDA STREETS.

Located near the new Passenger Depot of the Southern Pacific Railway Company.

WATCH THE PAPERS FOR DAY OF SALE!

Which will be on or about next Thursday, the 14th of July.

For Further Particulars, Price-lists and Catalogues, inquire at office of

STAUNTON & MATTHEWS, NO. 3 NORTH MAIN STREET.

Free arriages to the tract from No. 3 North Main street.

NOTICE—Mr. W. R. Matthews, lately connected with the Los Angeles Land Bureau, has associated himself in business with Mr. A. A. Staunton, at the above address.

Real Estate—Long Beach.

\$50—LOTS WITH WATER PIPED—\$50

TERMS EASY.
:: LONG : BEACH : DEVELOPMENT : COMPANY. ::
10 Court Street, Los Angeles.
Los Angeles, Cal., July 8th, 1887.

Know All Men by These Presents:
That this certifies that Mr. or bearer, is entitled to the place indicated by the number of this Certificate, in line of purchasers of lots in the new "Ocean Front" addition to the town of Long Beach, sale to commence Tuesday, July 12th, at 10 a.m., at Armory Hall.

LONG BEACH DEVELOPMENT COMPANY.
FORM OF ASSIGNMENT.
In Consideration of Dollars, to me in hand paid, I hereby assign my right, expressed in above certificate, to Mr. or bearer.
Void unless countersigned by EDWARD RECORDS,
Room 12, No. 10 Court street.

The Holder of this Certificate Must Present Same Before 9:30 a.m. of the Day of Sale, and Be Assigned to his Place as Indicated by Number.

NIGHT MESSAGE—THE WESTERN UNION TELEGRAPH COMPANY.

To Long Beach Development Company, care H. G. Wilshire, 14 North Spring Street, Los Angeles: Just had a very satisfactory interview with Col. Crocker, Towne and Fillmore, and they have ordered by telegraph their engineers to survey and report immediately on best route to run their SOLID TRAINS into Long Beach, and they will push this work with all possible dispatch, and have trains running soon as possible.
[Signed.] W. B. WILSHIRE.

\$25 CASH AND \$25 IN SIX MONTHS

Buy a lot in the new OCEAN FRONT addition to PEERLESS LONG BEACH, stretching between Long Beach and the famous Rattlesnake Island. Buyers will have the benefit of the FINEST BEACH IN THE WORLD and all the extensive improvements now going on, as follows:

Water piped to each lot without extra charge.
Through trains from Los Angeles without change of cars.
Electric Observation Railroad running the whole length of the beach.
Electric lights and sidewalks running the whole length of the beach.
Grand Pacific Boulevard, 100 feet wide, from Long Beach to the beautiful new harbor at Rattlesnake Island.
Fine new hotel and restaurant, casino, club-house and boat-houses will be erected at once at the beautiful new Long Beach harbor, affording magnificent boating and fishing facilities.

A large and beautiful bath-house with thirty rooms already erected on the new ocean front.
Long Beach is the natural seaside and pleasure resort of Southern California, and will always be kept clean and respectable and FREE FROM BALOONS and all nuisances.
Architects are now at work on plans for a new 300 double-room hotel, with parlors, ball-room, 300 bath-rooms, hot and cold salt water baths, and grand swimming pavilion to surpass MONTEREY.
Call at office of EDWARD RECORDS, 10 COURT STREET, and get numbered certificates entitling holder to choice in the order of purchasers, thus avoiding any rush, waiting or inconvenience caused by standing in line.

Sale to Commence at Armory Hall, Main Street, Between First and Second, ON TUESDAY, JULY 12th, AT 10 A. M.

AFTER THAT DATE SALES WILL BE CONTINUED AT THE FOLLOWING OFFICES:

LONG BEACH DEVELOPMENT CO., LONG BEACH HOTEL, LONG BEACH,

—OR—
EDWARD RECORDS, 10 COURT STREET, LOS ANGELES.

BEAUTIFUL LITHOGRAPH MAPS READY MONDAY MORNING.

GEN. LAFAYETTE.

HIS LOVE FOR AMERICA AND SOME OF HIS RELICS.

Washington's Eyeglasses and Parol. The Sword Presented by Congress—How Lafayette Looked on His Last Visit to the United States.

[Special Correspondence.]
WASHINGTON, June 30.

At this time any new matter relating to Gen. Lafayette will be interesting. Next week occurs the Fourth of July, and he more than any other foreigner aided in making the celebration of our independence possible. Congress has made an appropriation for a statue of him, and the committee looked over a number of models shortly after Congress adjourned. Nothing could be more appropriate than such a statue, and it is fitting that the United States of today should bear in mind the great services of this French hero of the past. Lafayette was one of the first Frenchmen to come to the aid of the United States in the revolutionary struggle. He fitted out a yacht at his own expense and left France to sail to America after the king forbade him. When he arrived at Philadelphia he told Congress that he wanted only two things. The first was that he might serve at his own expense, and the second that he might start out as a volunteer. He was only 19 years old at this time, but Congress made him a major general and he reported himself to Gen. Washington. He did good service in the war, led the attack at Monmouth and was badly wounded at Brandywine.

His expenses during this trip to the United States amounted to nearly \$150,000, or 700,000 francs. He left the United States only because war had broken out between France and England and he thought it his duty to go back to the aid of his own country. He was always a strong friend of the United States in after life, and one of his favorite projects was that England should be a strong ally of the United States and Paul Jones should command the navy, while he should have command of our army. He helped the United States much in securing money and friends in France, and to the day of his death he considered himself as much a citizen of his adopted country as his own. We have a park here at Washington named after him. It is directly opposite the White House, and it is filled with old trees and shady walks. It is one of the pleasantest resting places in the heart of the capital.

One of the best paintings of Lafayette is that which hangs in the house of representatives. It was painted by Ary Sheffer, and the artist took a sketch of it of Lafayette as he lay upon his death bed. He was aided also by a sketch which Lafayette's eldest daughter made at this time, and I suppose by the plaster cast which was made by the sculptor David.

The other day I came across a time worn volume of "Recollections of Lafayette" by a Frenchman who was to him what Boswell was to Johnson. The book has long since been out of print. It was published during the presidency of Andrew Jackson and at about the time of Lafayette's death. The author describes Lafayette as being exactly like this:



LAFAYETTE'S RING AND SEALS.

picture which hangs in our house of representatives. He was tall and well proportioned, portly but not fat. His head was large and his face oval and regular. His forehead was lofty and open, and his eyes were large and prominent. They were of a grayish blue and full of goodness and spirit. They were surrounded with light and well arched but not bushy eyebrows. His nose was aquiline, his mouth smiling, his complexion clear and his cheeks rosy. At the age of 77 not a wrinkle furrowed his countenance. He had a strong and vigorous constitution, kept his good health to the last. He was simple in dress and was remarkably clean and neat in his person. He was very punctual in keeping his appointments, was highly cultured and a great reader. He was fond of the country, and his home at Lagrange, situated about forty miles from Paris, was one of the pleasantest estates in France.

This home was at the time of his death filled with mementoes of his love for the United States, and he had many relics which would be invaluable if they could be made a part of our National museum. From this old Frenchman's recollections I am able to give you the sketches of some of these.

They are reproduced as he sketched them at the time of Lafayette's life. Among the souvenirs of Gen. Washington which Lafayette preserved with religious care was an ivory handled pair of eyeglasses, mounted in silver and used by Washington during the latter years of his life. On one side of the ivory handle of the eyeglasses is engraved the word "Washington," and the two eyeglasses are more like those of a pocket microscope than anything else. We all know that Washington wore false teeth, but this is the first time that I have heard of his using glasses.

He carried, also, a sun umbrella or parasol, and Lafayette had one of these. It is described as a long handled parasol with an ivory top, "which the illustrious president of the United States usually attached to his horse's saddle to protect himself on his travels from the burning rays of the sun." Another relic was a piece of tapestry embroidered by Mrs. Washington at the age of 70. It represented shells, and Lafayette used it as a cushion cover.

Lafayette visited this country in 1824, and it was at this time that Congress granted him \$200,000 and a township of land in payment for the money which he had given to the United States in the war of the Revolution. During this time he visited Mount Vernon and while here George Washington Parke Custis gave him a ring in which were locks of the hair of George Washington and his wife's braided together. The chestnut hair in the middle of the ring is Washington's and the white hair on each side that of his wife's. Around the hair are the words "pater patrie," and on the sides "Mont Vernon." He also had Washington's decoration of the Cincinnati, and he had a cane which Franklin used to carry. Franklin's granddaughter sent Lafayette a pin in which was the hair and the cipher of Franklin. It was used as a scarf or shirt pin and is undoubtedly genuine. But it will perhaps surprise the people of today to think that Franklin was so vain as to use anything of the kind.

During his visit to the United States Lafayette was given a suit of clothes by the people of the Carolinas, and it was thought a great thing then that these clothes were of home manufacture. The coat had gold buttons, and these were ornamented with the face of Washington. Lafayette used habitually a seal which contained the head of Washington surrounded by rays, and he had two swords given him while he was in the United States. One was given by the Ninth artillery regiment of New York, and it had a handle of ivory surmounted by an eagle's head of carved gold. The other was presented to him by Congress, and I am able to give you sketches of the blade of this. Its handle and mounting were of massy gold, admirably carved and presenting a variety of subjects. It was given to Lafayette by Franklin's grandson, on the part of the American Congress, as a testimony of gratitude for the services which he had rendered to the nation.

Lafayette died at 77. His life was a most eventful one throughout, and even his enemies admitted his greatness and his honesty. He named his eldest son after George Washington, and his grandsons "figured in French politics as Republicans." His son, George Washington Lafayette, came with him during his last visit to the United States in 1824, and he partook with him of the honors which Lafayette received as "the national guest." This journey throughout the United States lasted a full year, and it was a perfect ovation. City, village and hamlet poured out their inhabitants en masse to meet him, and he visited all the states then LAFAYETTE'S SWORDS, composing the Union. He stopped a few weeks at the White House, just before he left, and during this time he made the trip to Mount Vernon, above spoken of, and also visited ex-Presidents Jefferson, Madison and Monroe at their respective estates. He left for France, Sept. 7, 1825, and President John Quincy Adams made a speech of farewell. He replied, closing his remarks with these words:

"God bless you, sir, and all that surround you. God bless the American people, each of their states and their Federal government! Accept this patriotic farewell with an overflowing heart. Such will be its last throbbing when it ceases to beat."

Lafayette was buried in France in a private cemetery in Paris in 1834. Whether his remains have been removed or not I do not know. FRANK G. CARPENTER.

PETROLEUM V. NASBY.

His Youthful Life as a Printer's Devil in Cortland, N. Y. [Special Correspondence.]

NEW YORK, June 30. J. H. Sinclair, foreman of a New York stationer, told me one day about David R. Locke (Petroleum V. Nasby). Said Mr. Sinclair:

"In the spring of 1845 I was in charge of the Cortland (N. Y.) Democrat office, at that time published by Seth Haight. One afternoon a bright eyed lad, about 14 years old, slight in figure and respectful in deportment, entered the office, and said he had come in response to an advertisement which had appeared in The Democrat for an apprentice—one from the country preferred."

"The little fellow's manly appearance and prompt way of expressing himself pleased us, and although Mr. Haight had feared that the boy was no more than a printer's devil, he took him upon him as the printer's devil of those days, the fact that he had walked all the way from Marathon, fifteen miles distant, decided the question. He was given the name of David R. Locke."

"I remember him well as he stood on a box at his case while I instructed him in the mysteries of the wonderful boxes. He was an apt pupil and soon mastered that particular branch. Although the office was on the third floor of the block, and with the bringing up of wood and water and other chores the position must have been trying, yet, so far as I know, Locke was always faithful in the discharge of his duties, which were performed uncomplainingly."

"With all this drudgery he was one of the most happy boys I have ever seen. He dearly loved a joke, and often made us roar with laughter at his oddities. I never knew anything small or dishonorable about Dave Locke. His parents were in humble circumstances. His father was the village shoemaker at Marathon, but they had the respect of everybody."

"I left Cortland in 1846, and knew little of Locke except that I met him on occasional visits to my old home. I think he completed his apprenticeship there, and for a time I lost sight of him until in about 1850 I met him at that time one of the publishers of The Chicago Union, and received the first number of a Democratic paper published at Bucyrus, O., by David R. Locke, with request for an article, which was granted. In a few years I had for some time read with considerable interest the 'Nasby' papers before I knew that Locke was their author. He had 'wring around the circle' and left the Democratic party. It is somewhat singular that in all these forty years he and I have never met."

Some Pride Left.



"No professional beggars allowed 'round here," said the woman sharply, "no gits." "I am no professional beggar, madam," he replied with dignity. "I may be a tramp in an amateur sort of way—but I'm no beggar. If you have a ham bone left over, or some cold mackerel, or anything that the dog doesn't care for or the pigs won't eat, you may give it to me, but don't call me a professional beggar."—New York Sun.

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Medical.

S.S.S.

A Positive Proof That Cancer Can Be Cured.

Mr. A. R. Shands is a well-known farmer, whose residence is in Spartanburg, S. C. He is a man of means and education. His standing in his community is a 1 for truth and probity. While Mr. Shands refrains from using the word cancer, the facts he gives settle the question of the nature of his disease. He says his physicians never said the sore was a cancer, but that they all warned him that there was great danger that it might turn into a cancer. At any rate none of them could afford Mr. Shands the slightest relief, and finally he was cured by S. S. S., the finest and only absolutely certain blood purifier in the world. Below is Mr. Shands' own letter about his cure. Let any one suffering from a similar ailment write to Mr. Shands and learn from him the exact effects of the wonderful medicine that cured him.

SPARTANBURG, S. C., April 2, 1897.

GENTLEMEN: For twenty years I have had a sore on my left cheek. It had gradually been growing worse. The many physicians whom I had consulted were unable to do me any good. Last fall a year ago I began using S. S. S. At first it inflamed the sore and it became more virulent than ever; so much so, indeed, that my family feared that I should leave the world. I persisted in using the S. S. S. At the end of two months the sore was entirely healed. Thinking that the evil was out of my constitution, I left off the medicine; but in November, ten months after, a very slight breaking out appeared. I at once began again on S. S. S., and now that is also disappearing. I have every faith in S. S. S. It has done me more good than all the doctors and other medicines I ever took.

Yours truly, A. R. SHANDS.

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